

Listing of Sub-Activity Priorities, Grouped by Neighborhood, Sorted by priority number

Matrix	I.G. 6.2
Activity	Strongly encourage a Northgate Area Transportation Management Association (TMA) to assist developers, property owners, and employers in achieving the Northgate trip reduction goals. (Potential tasks are outlined in Plan.)

Priority Top

Status: In-Progress

Sub-Activity Examine parking situation around Mall and Northgate core area and determine feasibility of more short-term parking.

Summary The Northgate Coordinated Transportation Investment Plan (CTIP), the scoping of which began in the spring of 2004, will address this topic and other Northgate-related transportation issues. During the approximately one-year-long period it will take to develop the CTIP, SDOT will keep the Northgate community informed about plan progress via the Northgate stakeholders group and community forums. In addition, SDOT is currently updating the City Transportation Strategic Plan. Neighborhood parking management will be addressed in the update. The Northgate community will be kept apprised of the progress on this issue.

Implementors	Department	Role	Contact Name and Number
	Transportation	Lead	Meghan Shepard, 684-4208
	Transportation	Lead	Tony Mazzella, 684-0811

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Matrix	I.G. 8.3
Activity	Reduce pedestrian/vehicular conflicts.

For SEPA mitigation pursuant to SMC 25.05.675R, (the SEPA traffic impact policy), mitigation may be required to mitigate on-site impacts. For purposes of this policy, traffic impacts to streets or intersections that are adjacent to the block upon which the proposed development is to occur shall be determined in the same manner as on-site impacts.

In the review of proposed substantial development pursuant to SMC 25.05.675R (SEPA traffic impact policy), mitigation which may be required to mitigate a development's contribution to off-site impacts, beyond the block upon which the proposed development is to occur, is limited to the measures identified below (p. 39-40) and in Implementation Guidelines 10.3, 10.4, 11.1 and 11.2, provided that additional mitigation may be required to mitigate off-site impacts which are not identified in the EIS for this plan.

A. On-site pedestrian safety shall be enhanced through a review of new development site plans to ensure that potential vehicular and pedestrian conflicts are minimized.

B. Curb cuts across sidewalks in the Northgate core shall be minimized. An individual site shall have no more than one entry and one existing driveway per street, unless curb cuts are more than 300 feet apart.

C. If the pedestrian impacts of substantial development result in the need to increase the length of the signal cycle or phasing in a way that would increase the volume-to-capacity ratio at the intersection of 5th Avenue and Northgate Way, pedestrian skybridges crossing Northgate Way (between 3rd and 5th Avenues NE) and 5th Avenue NE (between Northgate Way and NE 107th Street) shall be used to minimize pedestrian/vehicular conflicts at the intersection of NE Northgate Way and Fifth Avenue NE. Adjacent substantial developments are strongly encouraged to directly connect their buildings with skybridges.

D. Safe, convenient pedestrian crossings shall be a priority at the arterial locations listed below.

- 1. Northgate Way between 5th Avenue NE and 7th Avenue NE*
- 2. Roosevelt Way NE between NE 111th Street and NE 112th Street.*
- 3. Roosevelt Way NE at NE 92nd Street.*
- 4. 15th Avenue NE between NE 117th Street and NE 127th Street.*
- 5. NE 103rd Street and NE 100th Streets at 3rd Avenue NE.*
- 6. Meridian Avenue NE between N. 103rd Street and N. 105th Street.*

E. Interior block pedestrian connections shall be created to facilitate continuous pedestrian circulation between the buildings of a substantial development and the adjacent public sidewalks.

Priority Second

Status: In-Progress

Sub-Activity Examine sidewalk network in the area bounded by NE 97th and NE 100th Sts. and 3rd and 4th Aves. NE; focus on links and walkways to improve pedestrian circulation.

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	Transportation	Lead	Tony Mazzella, 684-0811

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Matrix	I.G. 8.1
Activity	Pedestrian Circulation System.

Develop a pedestrian circulation system through private and public actions as identified in this Plan. This comprehensive system identified in Figure 8, shall be developed in coordination with the other transportation, land use and open space policies of this Plan. The system shall include a combination of: pedestrian designated streets; pedestrian overpasses; interior block pedestrian connections; Green Streets; an urban trail; a Class III Boulevard; [and] special landscaped arterials.

A. Substantial development shall be responsible for the portion of the pedestrian circulation system that is adjacent to, or within, its site. The design and construction of the network shall be consistent with this Plan. However, the exact location of interior block pedestrian connections shall be at the discretion of property owners.

A1. The pedestrian circulation system shall

(a) connect to any plazas, adjacent parks or indoor open spaces; (b) connect buildings on the site with the walkway and adjacent street sidewalks.

A2. Sidewalks shall be required as part of substantial development adjacent to all arterials and any streets abutting multifamily and commercial development.

A3. All sidewalks not designated part of the pedestrian circulation system on Figure 8 nor subject to the provisions of Implementation Guidelines 8.1, 8.2.D.9, and 8.6, shall, at a minimum, include a 5 1/2 foot planting strip and a 6 foot (clear) sidewalk. (a) Landscaping within the planting strips shall be approved by [SeaTran].

B. All on-site pedestrian improvements may be counted toward meeting a site's open space requirement.

C. All pedestrian improvements shall be designed to be accessible to persons with disabilities in accordance with the Land Use Code, Washington State Law and the Americans with Disabilities Act.

Priority Third

Status: In-Progress

Sub-Activity Complete missing sidewalk sections on east side of 1st Ave NE between NE 92nd and NE 100th Sts. (by Marie Callender's restaurant) with stamped asphalt walkway.

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	Transportation	Lead	Tony Mazella, 684-0811

Listing of Sub-Activity Priorities, Grouped by Neighborhood, Sorted by priority number

Matrix	I.G. 14.1
Activity	Reduce potential runoff into Thornton Creek.

A. [SPU] shall approve the discharge point for drainage water from substantial development and shall adopt rules specifying criteria, guidelines, and standards for determining drainage discharge points.

B. The design storm used to determine the runoff rate shall be a storm with a statistical probability of occurrence of one in twenty-five, in any given year. [SPU] shall adopt rules specifying the methods of calculation to determine the required storage volume.

C. The maintenance of drainage control facilities shall be the responsibility of the owner or other person responsible for the condition of the property. [SPU] shall have the authority to enter any property for periodic inspection and may require the owner and/or the responsible person to provide a periodic report regarding the maintenance of the drainage control facility.

D. To reduce peak runoff rates, recharge groundwater, and maintain stream flows between storms, infiltration systems are encouraged where there are no adverse conditions that may hurt their performance, contribute to unstable slopes, or become drainage problems for homeowners downhill from such a system.

E. Substantial development that includes land disturbing activities one acre and greater in area shall submit an erosion and sediment control plan as part of the application for a permit. This plan shall include provisions for stabilizing soils by application of suitable best management practices (BMPs).

F. Topsoil stockpiles should be covered to protect them from erosion. Cleared and graded areas should not be left without vegetation for prolonged periods of time. They can be seeded immediately after rough grading is completed. When clearing is near a natural water course, provisions must be made to protect the stream from sediment laden runoff.

E. Development of less than one acre may not require a formal erosion and sediment control plan, but use of erosion control techniques is still required to prevent soil from leaving the site.

F. In addition to these recommendations, it is important that any major changes to the natural drainage basis that would eliminate detention be prevented, if possible.

Note: the Plan calls for the Director of Engineering to supervise. Under current City of Seattle organization, Seattle Public Utilities and DCLU are the agencies responsible for implementing these recommendations.

Priority Fourth

Status: In-Progress

Sub-Activity Develop guidelines for homeowner installation of natural drainage/detention systems (include incentives, possible City/homeowner cost-sharing).

Summary As part of the Northgate Resolution enacted in December 2003, Seattle Public Utilities (SPU) has been charged with identifying natural drainage options for private properties and developers. In addition, Department of Planning & Development (DPD) would be a natural partner in this project because it maintains a series of Client Assistance Memos that contain detailed information to assist homeowners and developers in complying with regulations and code, including drainage and grading requirements.

Implementors	Department	Role	Contact Name and Number
	SPU	Lead	Miranda Maupin, 386-9133
	DPD	Participating	No Contact Assigned

Listing of Sub-Activity Priorities, Grouped by Neighborhood, Sorted by priority number

Matrix	I.G. 7.1
Activity	Increase transit service to the Northgate Transit Center from surrounding neighborhoods and major destinations.

A. Increase transit service between north-end neighborhoods and the Northgate Transit Center to reduce dependence on private vehicles to access Northgate area employment, services and residences. Transit service coverage and frequency, necessary to accommodate growth, shall be prioritized as summarized...on pg. 24-26 of the Plan.

B. Prioritize improved north-south service to the Northgate Transit Center on Greenwood Avenue, Aurora Avenue, Meridian Avenue, I-5, 5th Avenue NE, Roosevelt Way NE, 15th Avenue NE, 25th Avenue NE, Lake City Way NE, 35th Avenue NE, and NE Sand Point Way. Advocate transit service which would travel east-west along either Northgate Way NE, NE 125th Street, or a portion of N. 92nd Street or N. 115th Street.

Priority Fifth

Status: In-Progress

Sub-Activity Explore feasibility of increasing transit service to the Northgate area by shifting busses from 5th Ave. N.E. to 1st Ave. N.E.

Summary The Northgate Coordinated Transportation Investment Plan (CTIP), the scoping of which began in the spring of 2004, will address this topic and other Northgate-related transportation issues. This item will require coordination with King County Metro. During the approximately one-year-long period it will take to develop the CTIP, SDOT will keep the Northgate community informed about plan progress via the Northgate stakeholders group and community forums. In addition, SDOT is currently updating the City Transportation Strategic Plan. Neighborhood parking management will be addressed in the update. The Northgate community will be kept apprised of the progress on this issue.

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	KC/Metro	Lead	No Contact Assigned
	Transportation	Participating	Tony Mazella, 684-0811